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PRIVATE RESIDENTS AT THE
OUTPOSTS
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NEWS OF THE FAR EAST
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With which is incorporated the
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Hongkong Daily Press.

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[a692]

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Hongkong, 24th July, 1905. [a998]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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THE HONGKONG DISPENSARY
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Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.
HONGKONG, JULY 31ST 1909.

The enormous losses entailed on the shipping of the port by the succession of warnings we have had from the Hongkong Observatory this month, of typhoons within a three hundred mile radius of the Colony, naturally gives rise to much que tioning as to whether all these warnings have been really justified, for, fortunately, none of the reported typhoons have come sufficiently near to the Colony to cause any alarm, and on many occasions the harbour remained as calm as a mill pond during the whole time the alarming signals were up. Yet the hoisting of a typhoon signal—often when it is only a red one—suffices to bring all the work of loading and discharging ships to a standstill, for lighters and sampans move off to the typhoon refuge with the utmost expedition, and remain there until the lowering of the warning signals indicates that the danger has passed. Meanwhile the steamers in the harbour are lying idle with steam up all the time, and in the case of some demurrage is incurred. Steamers which are ready to leave do not go out when the Observatory warns them of a typhoon in their track, and two or three times this month as many as eighteen or twenty steamers have been lying at one time in the Kowloon Bay, waiting to proceed. "Traveler" was guilty of no exaggeration when he wrote of the enormous losses suffered by the steamship companies; but the most annoying part of the business is that we cannot

be sure, in the face of "Traveler's" experience, that the warnings which have involved these losses have been justified by actual meteorological conditions. "Traveler," who, we may say, is no griffin, told us that the ship on which he was travelling passed up between the Paracel Islands and the Macleod Bank on the night of the 25th-26th inst. and had "a most delightful run up to Hongkong, with beautiful, clear, sunny weather, and light easterly breezes, gradually backing to N.W., as we neared the islands, and a sea that would have been perfectly smooth but for a slight swell from N.E. that furrowed its surface." The surprise of those on the ship can be imagined when they entered the harbour and saw a signal indicating a typhoon on the S.E. beyond 800 miles, and travelling N.W., and the harbour already clear of cargo boats, the signal having driven them to the typhoon anchorage. The experience of the Colony during the past month makes pertinent the inquiry as to whether, in the words of "Traveler," the shipping lying in the waters of this Colony is efficiently warned about the approach of storms that are likely to endanger water-borne property, without unnecessarily impeding the work of discharging and loading the ships? We take it upon ourselves to say that the Government recognises that there is much room for improvement in this respect, for nearly a year ago His Excellency informed the Legislative Council that the Commander-in-Chief of the South China Station had consented to communicate by wireless telegraphy any atmospheric disturbances which His Majesty's warships cruising in surrounding waters might be able to report. As, however, His Majesty's warships are usually in Northern waters during the typhoon season, this arrangement is not likely to materially increase our knowledge of the direction and course of typhoons or add to the reliability of the warnings signalled from the Observatory. But when this matter was under consideration it was recognised as "a great desideratum" that there should be an observation station somewhere to the south east, the direction from which most typhoons come, and His Excellency accordingly passed on to the Governor-General of the Philippine Islands a suggestion for the establishment of a wireless station at Santo Domingo de Basco. The Governor-General of the Philippines was much impressed by the suggestion, and we think we are correct in stating that the Appropriation for the current year passed by the Assembly includes a vote for the establishment of this station. We believe the Hongkong Observatory is already in regular communication with nearly all the places named in "Traveler's" letter, with the notable exception of Pratas Island, and our correspondent particularly emphasises the necessity for wireless communication with this island, which he refers to as being "ideally situated between Hongkong and Manila as a halfway house from which those in the Hoangkong Observatory might be informed accurately as to the meteorological conditions prevailing in the sea to the South East of the Colony." Our correspondent may not be aware that this is fully recognised by the Colonial Government, which, a few months ago, approached the Chinese Government through His Majesty's Minister at Peking with a view to the establishment of a wireless telegraph station on the island. The experiences of the past few weeks have abundantly proved the need of the station, and we may be sure His Excellency will do all that lies in his power to secure its early establishment. Not until this proposal and the station at Santo Domingo "materialise" can we expect to hear in the Colony less grumbling—justifiable grumbling—regarding the unnecessary typhoon alarms from which the harbour work of this Colony so seriously suffers at the present time.

The typhoon signals were taken down yesterday, after having been up for more than three days.

The typhoon warning from the Manila Observatory yesterday morning was that a cyclone or typhoon was E. of Bashi Channel moving N.E.

The No. 1 fireman on a Java steamer was brought before Mr. Haselard at the Magistracy yesterday charged with having a large quantity of opium in his possession. He was fined \$500.

Arrangements have been made by which the steamers of the E. and A. mail line will convey from Queensland ports to Manila shipments of frozen meat, and the *Aldenhorn*, which sailed from Sydney on July 10th, for Manila, China, and Java, called at Gladstone, Queensland, to receive the consignments. It is stated that she is the first vessel of the E. and A. line to make a call at Gladstone. The steamers *Empire* and *Eastern* will in future load frozen meat at Brisbane for Manila.

The Douglas Steamship Company announce a Bank Holiday trip to Swatow by their steamer *Haiman* which leaves Hongkong on Sunday at noon and is due back at 10 a.m. on Tuesday. At a return fare of \$20, including meals, the enterprise ought to meet with its due reward.

The Bandmann Opera Co. will pay a return visit to the Colony shortly, opening on the 11th August with "The Waltz Dream." The Company will play here for five nights, and the plays to be staged include "Havana," "The Merry Widow," "Miss Hook of Holland" and "The Mikado." Mr. Youngs, the advance agent, is now in Hongkong on his way to Manila.

A Chinese married woman attempted to commit suicide by drowning on Thursday afternoon. She jumped from the Canton steamer wharf into the harbour, but three wharf coolies leaped after her. Two of them were good swimmers and were able to support her until a boatman came to their assistance, when she was taken ashore. Yesterday she appeared before Mr. Haselard at the Magistracy on a charge of attempting to commit suicide, but she was discharged with a caution.

The *Japan Mail* quotes an official return, showing that from the date (1899) when the Revised Treaties went into operation until the close of 1905, the number of civil actions tried by Japanese tribunals in which foreigners were concerned totalled 114, and out of that aggregate the foreign litigant was successful in 80 instances. This, adds our contemporary, is practical and conclusive evidence as to the impartiality of the Japanese judiciary *vis à vis* alien suitors, but unfortunately it is the unsuccessful litigants who raise their voices loudest, and by their outcry a false impression is produced.

At the Magistracy yesterday a Chinese woman was fined \$50 and ordered to enter into a bond of \$200 for having assaulted a nine years' old servant girl. The child, who had been purchased last year for \$140, was found by her mistress with a water melon in her possession, which the woman thought she had stolen. She beat the girl with firewood, inflicting bruises all over her body and head. The little girl, who seemed to enjoy her stay at the Central Police Station, did not relish the prospect of returning to her mistress. However, she was sent to the Registrar-General for inquiries to be made.

How contracts are carried out in Hongkong was illustrated yesterday at the Magistracy. A contractor named Sung Lee had obtained the contract for repairing one of the forts at Lyseum, and he sublet it to Wan Kwong Wing, who in turn sublet it to Cheung Tam Yan. Wan, it appeared, had been receiving advances from Sung Lee who, however, had not paid his mer, and Cheung knowing that he would be responsible for the work, and the fact that what was being done. The clerk and the foreman were threatened by the workmen, who said they would take their lives. On Thursday about thirty of Sung's coolies met at Shan-ki-wan with the intention of having a fight, but Inspector Collet came on the scene and arrested the ringleader, who was yesterday placed before Mr. Haselard at the Magistracy and fined \$200.

A MYSTERIOUS DISAPPEARANCE IN THE PHILIPPINES.

A correspondent writes to us concerning the insecurity of life and property in the Philippines, and gives the following as an instance:—

"After spending a few years in the Transvaal and another few years in Australia, Michael Basila arrived in the Philippine Islands to carry on business as a vendor of groceries. In March, 1908, he left Manila for the provinces with about 3,000 dollars worth of goods, leaving about an equal amount locked up on rented premises in Manila. Mr. Basila, who was a native of Alexanderia (Skanderon) and the father of five children, the eldest of whom is only twelve years of age, has never returned to Manila, though he expected to be away not more than a month. Nothing is known of his whereabouts, nor have any of the goods he carried with him been traced—although diligent search is said to have been instituted. The American Consul at Alexanderia has in vain repeatedly asked the local authorities at Manila to furnish him with information about the missing man. Some of the missing man's relations are employed in the American Consulate there as interpreters and assistants. So far the mystery of Mr. Basila's disappearance still remains unsolved."

The friends of the missing man appear to have a further grievance against the official administrator with regard to the manner in which the property left in Manila has been disposed of. The goods are stated to have been disposed of at a mere fraction of their value. After payment of the few claims on the estate nothing remained to be remitted to the man's family.

That a foreign merchant travelling in the Philippines can so mysteriously disappear and that the authorities have failed to trace the property he carried with him, valued at \$3,000, is regarded as clear proof of the inefficiency of the administration in the provinces.

HONGKONG COLLEGE OF MEDICINE.

The Preliminary Examination of the Hongkong College of Medicine has been put on the List of Preliminary Examinations recognised by the General Council of Medical Education and Registration of the United Kingdom. The Board for Preliminary Examinations is constituted as follows: Dr. Francis Clark, Mr. T. K. Dealy, Rev. T. W. Pearce, Mr. Geo. Piercy and Dr. J. C. Thomson.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

S.S. "ANDALUSIA" REFLOATED.

TOKYO, July 30th.
The Hamburg-Amerika liner "Andalusia," which ran aground at the entrance to Tokyo Bay, has been refloated, and has arrived safely at Yokohama.

[BUTLER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BATTLE AT MELILLA.

HEAVY SPANISH CASUALTIES.

LONDON, July 30th.
Tuesday's battle at Melilla was begun by the Moors cutting the railway, thus threatening to isolate the Spanish outposts.

The Spanish casualties were 1,000 killed, including many officers, and from 1,500 to 2,000 wounded.

LATER.

The situation at Melilla is described at Madrid as being most critical. General Marina has demanded 75,000 reinforcements.

SERIOUS BLOODSHED AT BARCELONA.

LONDON, July 30th.
The state of affairs in Barcelona is terrible.

Barricades have been erected in the principal arteries of the city. The troops are shelling these barricades and serious bloodshed is reported.

Five convents are burning.

LATER.

It is officially announced at Madrid that the main body of the rebels at Barcelona were driven into a corner by the Cavalry and bombarded by the Artillery.

They surrendered after heavy losses had been sustained, and now only a few small bands remain in the neighbouring villages.

TRADE WITH TIBET.

The following is an extract from the report on the British Trade Agency at Yatsung from the 1st April, 1906, to the 31st March, 1907:—
The total value of the import trade into India through the Chumbi Valley during the year 1906-1907 was Rs. 15,41,078, and of the export trade Rs. 14,02,340. These figures include treasure. The figures for 1907-1908 were: Imports Rs. 23,90,783, and exports Rs. 14,49,701. The trade of 1907-1908 was abnormally high owing to the passes being blocked in February and March, 1907, and merchandise (mostly wool), which would have been carried over in those months was obliged to wait till the passes were clear, and consequently the value suddenly came into the returns for 1907-1908 instead of 1906-1907. For this reason the apparent reduction of the volume of the trade is not real and the trade of the year is probably an increase on that of a normal year.

The returns for the year 1906-1907 were not kept. The largest import was raw wool, of which 45,236 manns, valued at over seven and a half lakhs, were imported. Much to the value of half a lakh was the next largest item. Cotton piece goods were the largest export, the value being Rs. 5,15,000, while woollen piece goods valued at two and a quarter lakhs were exported, and earthenware and porcelain worth a lakh and a quarter. This latter commodity comes mostly from China, and a few years ago before the route via Calcutta was used much by traders coming from China, this would have been carried overland. Four and three-quarter lakhs of treasure were imported, to a large extent by traders going to make purchases in China.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 29th at 5.00 p.m.—Red Drum hoisted. The typhoon appears to be situated to the S.W. of Formosa and to be moving northwards. On the 30th at 8.45 a.m.—Signals lowered. At 12.10 p.m.—The barometer has fallen moderately over the Loochoos and S.W. Japan, and risen elsewhere, particularly in Luzon. The typhoon has recurred to the N.E. and is situated this morning to the S.E. of Meisoa Sima Islands. Pressure remains high over the Pacific to the E. of Japan. Fresh N. to W. winds may be expected in the Formosa Channel and strong monsoon over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.26 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (N) N to W, winds fresh.
South coast of China between Hongkong and Lamook. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.
(*) S.W. winds, moderate to fresh; thunder showers.

A DISTINGUISHED VISITOR.

H.E. VICEROY CHANG.

Yesterday His Excellency Chang Jen-Chun arrived in Hongkong on route for Nanking and was welcomed in a manner befitting his rank and dignity. Accompanied by H. E. Admiral Li Chun, Mr. Hsieh Yung-men, Commodore Lin, Mr. Wong Ming, and Mr. Wen Shih-chen, the ex-Viceroy of the Two Kwang Provinces delayed his departure from Canton for some hours, but having boarded the China Merchants Navigation Company's steamer *Hsin Ming* on Thursday night he and his suite reached Hongkong at eight o'clock yesterday morning. The steamer moored at the east Douglas buoy, kindly placed at the disposal of the distinguished visitors by Messrs. Douglas, Lapraik & Co., and simultaneously a salute was fired by H.M.S. *Tamar* and by the Portuguese gunboat *Vasco da Gama*. When the sounds of welcome had died away, the Customs launch *Kowloon* put in to Murray Pier, from which Captain Mitchell-Taylor, A.D.C., was taken aboard and conveyed to the China Merchant's steamer, where he tendered to the Viceroy the respects of H.E. the Governor. Later H.E. the Viceroy called on Commodore Lyon.

It was not until 12.30 p.m., however, that the Viceroy and his staff landed at Blake Pier. By that hour every approach was crowded by foreign and Chinese spectators, who appeared anxious to catch a glimpse of the man who had ruled the Two Kwang Provinces so capably during the past few years. Opposite Blake Pier a guard of honour from the Buffs' regiment was drawn up, in front of which stood a beaver holding aloft the regimental flag. As the Customs launch ran alongside the pier and the Viceroy stepped ashore, the band played the Chinese National Anthem. His Excellency, who was accompanied by Captain Mitchell-Taylor and his suite, and preceded by a beaver, who held aloft the emblem of his rank, then inspected the guard of honour. Afterwards he bowed to the sightseers with true Oriental grace, his retinue following suit in this direction, before they were all accommodated with chairs and escorted by a party of Indian police to Government House, where H.E. the Governor was to entertain them at dinner.

The following gentlemen were invited to this function:—Commodore Lyon, H.E. Col. Darling, Hon. Mr. C. Mol. Messer, Hon. Mr. P. N. H. Jones, Sir Paul Chater, Hon. Mr. E. A. Hewitt, Mr. Justice Gomperts, Hon. Mr. A. W. Brewin, Hon. Mr. F. J. Badley, Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk, Hon. Mr. W. J. Gresson, Hon. Mr. Murray Stewart, Hon. Mr. E. Osborne, Mr. D. R. Law, Mr. J. R. M. Smith, Mr. Harris, Sir Henry Berkeley, H. E. Kao Erk Chien, Capt. Wu Kwang-tung, Mr. Kwok Yik-tung, Mr. Chang Kang-yue, Mr. Sin Tak-fan, Mr. Ho Tai-shing, Mr. Lau Chu Pak, Mr. Au Tak, Mr. Jan Yau-ohun, Mr. S. W. Lee, Lieut. Diamondlower, Capt. Stewart, and Capt. Armstrong. A. D. C. Mr. H. N. Mody and Mr. Li Sau-hin were unable to attend the luncheon owing to indisposition.

At 3.30 p.m. His Excellency Sir Frederick Lugard accompanied the Viceroy and suite and other guests in specially decorated cars to Quarry Bay Dockyard, where, through the courtesy of Mr. D. R. Law, the distinguished visitor was enabled to witness the many different operations carried on there in full swing. His Excellency manifesting a lively interest in the various works. An interesting event in the afternoon programme was the reception given on board the *Chiyo Maru*, then in dock, by the Japanese Consul. The party, after partaking of Taikoo hospitality, eventually returned to Hongkong on board the *Victoria*.

AT THE CHINESE CLUB.

It is Excellency later attended an afternoon tea party at the Chinese Club. Here the leading Chinese of the Colony assembled in large number to meet their distinguished countryman, and, as was to be expected, their welcome lacked nothing in cordiality. Elaborate decorations embellished the entrance and the interior, and the emblems employed set forth in flowery language their high appreciation of their guest and his many virtues and the joy of the members in welcoming him to Hongkong.

Besides His Excellency the Chinese merchants of Hongkong entertained four foreign secretaries: Admiral Li, Provincial Judge Chin, Salt Commissioner Ting, Delimitation Commissioner Ko, two judges, several prefects and several taxists. Mr. Harris, Commissioner of Customs at Kowloon, also being in attendance.

When all were seated, Mr. LAU CHU PAH, who presided, said:—Gentlemen,—A you are aware the party given here to-day, is specially to welcome His Excellency the Viceroy Chang, whose presence is a great pleasure to me as the Chairman presiding at this assemblage, and to you who take part in this function, inasmuch as we are honoured by the presence of the Imperial Commissioner Ko and other prominent Chinese officials. During the current year we have had four parties of this nature in this Club, but of these the present is the most memorable, because we have among us many of the brilliant stars of the greatest magnitude in South China, and their presence here makes the occasion quite unique. Among these stars, as you know there is one exceptionally brilliant and magnificent, and he is Chang Jen Chun, Viceroy of the Two Kwang and the successor to the Viceroyship of the Liang Kiang. During his regime in the South he has spared no efforts to promote education, commerce and local industries. In short, where improvement could be effected for the welfare of the people, and country, he has done his utmost to bring it about. For instance, His Excellency took a prominent part in supporting the proposal of establishing a University in Hongkong by helping to raise subscriptions therefor which

amounted to more than \$200,000. By doing this he not only bettered the friendly relations between the British Empire and China, but has benefited future generations of Chinese to a very appreciable extent. On the transfer of His Excellency to the Liang Kiang, the Cantonese of all classes feel that they have lost a good ruler, and will no doubt miss him as much as young children miss their mothers. It should be borne in mind, however, that like sunlight His Excellency is not only doing good work in one province but will continue to do so in another sphere. We wish the departing Viceroy every happiness, and a long and happy life in which he may continue to work for the benefit of his country and people.

Mr. LAU asked his hearers to support his speech by raising three cheers for His Excellency. Three hearty cheers followed. His Excellency, in reply, said that this was the third time he had been appointed to Canton. On his third trip he had stayed two years as Viceroy, so the people of Kwangtung were old friends. He had always endeavoured to investigate the advantages and disadvantages of a place with a view to improvement. His object had ever been to develop his country's industries, enrich the people, to suppress rebels and robbers, to promote education in a practical way, and to deal faithfully with neighbouring Governments. Although this had been his policy, he had not done much in this direction, and now before he had completed his work he had to leave to succeed to the appointment of Viceroy at Nanking. He felt unworthy of the great praise which the people of Canton had bestowed upon him, and here in Hongkong he had received a hearty reception from his countrymen as well as a very flattering address. For all this kindness he was indebted to those present, and if it was ever in his power to return it he would do so. The people in China were now discussing the holding of an exhibition to promote industry and manufactures, and he felt sure that if this was properly conducted it would prove a great benefit. Hongkong was a place in which European and Chinese business men had much in common, and he thought the Chinese here were well versed in commercial affairs. He therefore hoped that although far away they would not forget him, and would render him advice and assistance in the promoting of this exhibition. (Applause.)

His Excellency dined with Delimitation Commissioner Ko at Glenalee in the evening, and at 10.30 p.m. he paid a visit to Mr. H. N. Mody at his residence in Conduit Road, that gentleman being too ill to wait upon the Viceroy.

JAPANESE INSURANCE.

In connection with modern Japanese developments the growth of the insurance business in the country. It was after the China-Japanese war that insurance began to make such rapid strides, and since 1900 the progress has been almost phenomenal. Nine years ago the amount of the life contracts was about 194 millions sterling, and the fire contracts 33 millions sterling. The last returns showed that life contracts were over 35 millions sterling, and fire contracts less than 150 millions sterling. These figures do not include the rates by foreign insurance companies in Japan, which, according to the last returns, amounted to nearly 34 millions in the case of life and 25 millions in the case of fire. Marine business is a more recent development. Seven years ago the risks were scarcely two millions sterling. The amount has now increased to nearly four times that amount. We have mentioned merely three classes of insurance, but other forms of insurance have made headway, though to nothing like the same extent. With such a boom in insurance, there were bound to spring up multum concerns whose stability was open to the gravest question, and Japan has had its insurance scandals. But the result has been more effective Government supervision, so that these scandals, though severe loss has been inflicted on policy-holders, have really been a blessing in disguise.

LIVES IN DANGER.

The wife and children of Dr. Gomes, the chief of the Manila department of statistics of the bureau of health, had a narrow escape from death from lightning during a thunderstorm on Wednesday of last week. They were in their house on the Lido road during the storm when a tremendous crash came. A bolt of fire fell at the side of the house. Before they could tell what had happened the roof had burned its way through the floor of the house and, passing through the room near the ceiling, struck the convulsed iron roofing. Splitting the iron, it ran down one of the main posts of the house without setting fire to anything and struck the ground again where a chicken house was, killing the chickens. It was all the matter of a moment, and when the fright had passed over they found everything safe and sound. The bolt appears to have done no further damage anywhere.

INTERESTING INSURANCE DECISION.

Judge Lobingier of Manila has denied the petition of the insurance companies for a retrial of the case of E. M. Bachrach *versus* the six companies whom he sued for the recovery of P60,000 for damage done to furniture in a bodega on Escolta and David. In denying the motion for retrial Judge Lobingier says: "Nowhere has insurance law been so highly developed, as in the case law of Anglo-Saxon countries, and while the policy and upon was actually delivered in Manila, its phraseology and terms—had through a long period of litigation been construed and in fact created by the judicial decisions of England and America. For that reason we think that the interpretation given it by the courts of those countries, which in fact harmonize with the insurance law of the whole civilized world, ought to be followed, and believing that the judgment heretofore rendered is in accord with such interpretation, the motion for a new trial is overruled."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE HONGKONG DAILY PRESS only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

P. & O. S. N. CO.

THE OFFICE of the above Company will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, August 2nd, being BANK HOLIDAY.

E. A. HEWITT, Superintendent.

Hongkong, 31st July, 1909. [1025]

TO LET.

NO. 1, ORMSBY TERRACE.

No. 6, BARROW TERRACE. Cheap Rental. Apply to—SPANISH PROCURATION, Hongkong, 31st July, 1909. [1026]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AUGUST BANK HOLIDAY.

TRIP TO SWATOW.

THE Company's Steamer "HAIMUN," Captain Evans, will leave the COMPANY'S WHARF at NOON, TO-MORROW (SUNDAY), 1st August, and will leave SWATOW on the Return Trip on MONDAY Afternoon, arriving in Hongkong on TUESDAY, 3rd August, about 10 A.M. Return Fare \$20—including Meals.

For Passage apply to DOUGLAS LARLICK & Co., General Managers, Hongkong, 31st July, 1909. [1027]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at NOON, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, J. E. M. SMITH, Chief Manager, Hongkong, 31st July, 1909. [1028]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Action No. 782 of 1908. Between CHOY ON MOW Plaintiff and YOW SUI trading as YOW KUNG CHEONG Defendant.

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 20th day of August, 1909, against all the Property Movable and Immovable of the above-named Defendant has been issued in this Action pursuant to Section 453 of the Hong Kong Code of Civil Procedure.

Dated this 30th day of July, 1909. OTTO KONG SING, Solicitor for the Plaintiff. [1029]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH.

[563]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 3rd Aug. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers, Hongkong, 30th July, 1909. [16]

WANTED.

A CHINESE CLERK, with Good Knowledge of English and General Office routine. Typewriting essential.

Apply by letter to—M. M. Care of "Daily Press" Office, Hongkong, 26th July, 1909. [994]

COAL.

BUNKER COAL can now be supplied

from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brokonan, at Redwood Bay. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF \$3.50 Per Share for the Six Months ending 30th June, 1909, will be Payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary, Hongkong, 20th July, 1909. [982]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF DOLLARS TWO Per Share for the Six Months ending 30th June, 1909, will be Payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, General Agents for the WEST POINT BUILDING COMPANY, LTD. Hongkong, 20th July, 1909. [983]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary, Hongkong, 20th July, 1909. [984]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held at the Office of the Company, Queen's Buildings, Cornhill Road, on MONDAY, 23rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary, Hongkong, 27th July, 1909. [1015]

CANTON LAND COMPANY, LIMITED.

LOST SHARES CERTIFICATES.

1. ANTHONY BABINGTON—Scrip No. 77 51/60 10

2. CRESLEY EWANS—Scrip No. 81 151/160 10

3. FONG SHIU SAU—Scrip No. 83 182/190 9

4. ALEXANDER GEORGE GRANT GORDON—Scrip No. 86 246/255 10

5. ELIZABETH SYLVA KELLY—Scrip No. 87 311/320 10

6. 321/330 10

7. 90 34/350 10

8. 91 351/360 10

129 Shares.

NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers, Hongkong, 2nd July, 1909. [918]

AUCTION

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction, On MONDAY and TUESDAY, the 9th and 10th August, 1909, at 10 A.M., each day, at H.M. NAVAL ESTABLISHMENTS, SUNDAY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising—

Old and Surplus NAVAL STORES—CHAIN, WOOD, BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c., &c.

Old and Surplus VICTUALLING STORES—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.

Catalogues will be issued. TERMS of SALE—As Customary. HUGHES & HUGHES, Government Auctioneers, Hongkong, 24th July, 1909. [1002]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST). Hongkong, 28th July, 1909. [1012]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST). By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 30th July, 1909. [1021]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (FIRST MONDAY IN AUGUST). By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 30th July, 1909. [1022]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grifflins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course, Hongkong, 28th July, 1909. [1014]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—REUTER, BRÜCKELMANN & Co., Hongkong, 1st July, 1909. [911]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATTON V. APCAR & Co., 14, Des Voeux Road, Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 7th July, 1909. [936]

TO LET.

COMMODOUS PREMISES, Ground Floor, Prince's Buildings, suitable for General Offices.

Apply to—No. 632, Care of "Daily Press" Office, Hongkong, 29th July, 1909. [1018]

TO LET.

FURNISHED for Six Months or Longer, a DETACHED HOUSE, with Tennis Court, on Robinson Road. Three Bedrooms.

Apply to—Box 277, Care of "Daily Press" Office, Hongkong, 28th July, 1909. [1013]

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.

Apply to—X. Y. Z., Care of "Daily Press" Office, Hongkong, 7th July, 1909. [937]

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings.

Also, GODOWN, No. 9, Duddell Street, 1, Duddell Street, Hongkong, 1st July, 1909. [912]

TO LET.

NO. 75, WYNDHAM STREET, FOUR ROOMS, Electric Fittings, Verandahs both sides. Full harbour view.

Apply to—A. B. AVASIA, 1, Duddell Street, Hongkong, 8th July, 1909. [941]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.

Apply to—YEE SANG FAT & Co., Opposite General Post Office, Hongkong, 21st June, 1909. [871]

TO LET.

A TWO-STOREY EUROPEAN HOUSE No. 10, KENNEDY ROAD, immediately above the Peak Tramway Station, commanding a full view of the Harbour, Servants' Quarters behind, and a Lawn in Front, and Collar, suitable for a First Class Residence. Available on the 1st August, 1909, or earlier by arrangement.

Apply to—MOK KOON YUK, Comptroller Office, Messrs. Butterfield & Swire's Office, Hongkong, 24th July, 1909. [1000]

TO LET.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [98]

TO LET.

A HOUSE in Wong Nei Chong Road. OFFICES in RUPON TERRACE, OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, at floor.

OFFICES in YORK BUILDING, GODOWNS in PRAXA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAXA EAST. Apply—CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [254]

TO LET.

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAXA EAST. Approximate Area 4,000 SQUARE FT. 999 YEARS' LEASE. For Particulars apply—GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1909. [96]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply—T. B. L., Care of "Daily Press" Office, Hongkong, 11th May, 1909. [723]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway. NEW FIVE ROOMED HOUSES in Shalley Street.

THE BYRLE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kailash, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

HOUSES in BELILIOS TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings, Hongkong, 23rd July, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—WM. MEYERINK & Co., Hongkong, 2nd July, 1909. [920]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1909. [818]

TO LET.

"STOWFORD," 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply—A. B., Care of "Daily Press" Office. [822]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—Messrs. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 29th June, 1909. [909]

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cherbon, Tegay, Peabang, Pasuruan, Tjilatjap, Soedja, Medan (Deli), Palembang, Kola Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanko, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED. On Current Account 2 per annum on daily balances.

On Fixed Deposits 12 months 4½ per annum. 6 do. 3½ do. 3 do. 3 do.

J. L. VAN HOUTEN, Agent, Hongkong, 23rd July, 1909. [25]

DEUTSCH-ASIATISCHE BANK.

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—KÖNIGLICHE SIEBENHUNDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESSELLSCHAFT DEUTSCHE BANK S. HILCHENBERGER BERLINER HANDELS-GESSELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNEN JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPERSHEDEN, JR., & Co., KÖLN. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON; THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOHN, Manager, Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ...

SHIPPING.

ARRIVALS.
CHOYANG, British str., 424, J. McGuffog, 30th July—Shanghai 25th and Swatow 29th July, General—Jardine, Matheson & Co.

DAONY, Norwegian str., 856, D. Silversen, 30th July—Tientsin 26th July, Coal—Agard, Thomsen & Co.
ESKADALE, British str., 1,926, Duff, 30th July—Kantam 23rd July, Coal—Doddwell & Co.
FUKUJI MARU, Japanese str., 1,234, Nakagawa, 30th July—Mojil 24th July, Coal—Mitsui Bussan Kaisha.

HUGHOW, British str., 30th July—Canton.
HUPH, British str., 2,097, Wm. Fellows, 29th July—Barry 17th June, Coal—Admiralty.
KUMSANG, British str., 2,078, E. J. Baller, 30th July—Calcutta, Penang and Singapore 24th July, General—Jardine, Matheson & Co.

KWANLOO, Chinese str., 1,069, Froberg, 29th July—Shanghai 25th July, General—C. M. S. N. Co.
SIAM, Danish str., 3,875, T. B. Cortsen, 30th July—Hankow 24th July, General—Melchers & Co.
SIGNAL, German str., 907, G. Schickler, 29th July—Kobe 26th and Hallow 28th July, Coal—Jensen & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
30th July.

Dagony, Norwegian str., for Canton.
Fitzpatrick, British str., for Keelung.
Fooking, British str., for Shanghai.
Hanoi, French str., for Quing Chow Wai.

Jura, British str., for Mojil.
Kwansang, British str., for Shanghai.
Kwansang, Chinese str., for Canton.
Manchuria, American str., for Keelung.

Namsang, British str., for Singapore.
Siam, Danish str., for Singapore.
Signal, German str., for Hallow.

DEPARTURES.
30th July.

AGSUA MARU, Japanese str., for Yokohama.
BEKEDI, British str., for Singapore.
HAIKANG, British str., for Swatow.

KAMO MARU, Jap. str., for Singapore.
LITAN, British str., for Canton.
MOTOR MARU, Japanese str., for Shanghai.

NINGCHOW, British str., for Liverpool.
PATROCUS, British str., for Singapore.
YATSHING, British str., for Canton.

SHIPPING REPORTS.

The Chinese str. Kwansang reports: Fine weather with Easterly winds and swell.

The British str. Kwansang reports: Light variable winds to namba Island, fresh to strong S.W. monsoon from thence to Paracels, when the wind hauled to W.N.W. with overcast weather, high Easterly swell and fine weather to port.

The British str. Cheong reports: Moderate winds to Tientsin, Tientsin to Swatow strong N.E. wind, Swatow to Hongkong variable wind and cloudy.

VESSLS IN DOCK.
July 30th.

ABERDEEN DOCK—
KOWLOON DOCK—Vortaris, Paul Beau, H.M.S. Janus, Manila.
COSMOPOLITAN DOCK—Quarta.

MAKOO DOCK—Hanchow, Sui Chong, Chio Maru.

VESSLS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, COCHIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELEH,"
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, Aden, on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "M. Maru," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, Etn. will be conveyed from Bombay by the R.M.S. "Oceana" due in London on the 19th September, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1909. [1]

"GLEN" LINE OF STEAMERS.

For LIVERPOOL AND ANTWERP.

THE Steamship

"GLENESK,"
Captain Raftery, will be despatched as above on SATURDAY, the 7th August, 1909.

For Freight or Passage apply to
McGREGOR BROS. & GOW,
Hongkong, 26th July, 1909. [1006]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK.

(With Liberty to Call at the Main Coast.)

THE Steamship

"WELSH PRINCE,"
will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, 24th July, 1909. [915]

"INDRA" LINE LIMITED.

For NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th Aug., at Noon.
LIVERPOOL & ANTWERP	GLENESK	Brit. str.	—	Raftery	McGREGOR BROS. & GOW	On 7th Aug.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SIAM	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	On 13th Aug.
COPENHAGEN & ST. PETERSBURG	SEGOVIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERICA LINE	Quick despatch.
HAVRE, ROTTERDAM, BREMEN & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Bloch	HAMBURG-AMERICA LINE	On 3rd Aug.
HAVRE, BREMEN & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, &c. via PORTS OF CALL.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 3rd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 4th Aug., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 11th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About Middle of Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 7th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 25th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 30th Aug., at Noon
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 11th Aug., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 25th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 21st Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Aug., at 6 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 28th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Sept., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 23rd Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept., at 4 p.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 8th Aug., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 13th Aug., at 10 a.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug., at 5 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Aug., at 5 p.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 4th Aug., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 7th Aug., at Noon
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 5th Aug., at 4 p.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 11th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-day, at Noon
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 4th Aug., at Noon
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 2nd Aug., at 5 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About Beginning of Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 6th Aug., at 4 p.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 5th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 6th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 8th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 12th Aug., at 4 p.m.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SELYONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Aug.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE						

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	CALEDONIA	About 5th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA	About 6th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI	Noon, 7th Aug.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SARDINIA	On 11th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st Aug., D'light
SHANGHAI	"LINAN"	On 1st Aug., D'light
MANILA	"TEAN"	On 3rd Aug., 3 P.M.
CEBU and LOILO	"KAIFONG"	On 3rd Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 5th Aug., 4 P.M.
MANILA	"CHENAN"	On 8th Aug., D'light
SHANGHAI	"TAMING"	On 10th Aug., 4 P.M.
MANILA	"ANHUI"	On 12th Aug., 4 P.M.

THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 31st July, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Saturday, 31st July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 31st July, Noon.
MANILA	"YUENSANG"	Saturday, 31st July, 3 P.M.
SHANGHAI	"FOOSHING"	Wednesday, 4th Aug., Noon.
TIENTSIN VIA SWATOW, WEIHAI WEI & CHEFOO	"CHIPSING"	Thursday, 5th Aug., 4 P.M.
SHANGHAI	"YATSHING"	Friday, 6th Aug., 4 P.M.
MANILA	"LOONGSANG"	Friday, 6th Aug., 4 P.M.
CHINWANTAO via WEIHAIWEI & CHEFOO	"SUISANG"	Saturday, 7th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

HONGKONG, 31st July, 1909.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 31st July, 5 P.M.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 30th July, 1909.

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING BELEND ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIMUN"	SWATOW	SUNDAY, 1st Aug., at 11 A.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 3rd Aug., at 2 P.M.
"HAITAN"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 6th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 31st July, 1909.

10

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	STEAMERS	DATE OF SAILING.
S.S. SPEZIA	...	13th Aug.
S.S. C. FELD LAEISZ	...	17th Aug.
S.S. AMBRIA	...	27th Aug.
S.S. NICOMEDIA	...	8th Sept.
S.S. LIBERIA	...	15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIAN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 14th July, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SANUKI MARU, Capt. K. Homma.	6,500	WEDNESDAY, 4th Aug., at Daylight.
YOKOHAMA, KOBE and SHANGHAI.	AYAKI MARU, Capt. K. Homma.	6,500	WEDNESDAY, 4th Aug., at Daylight.
YOKOHAMA, KOBE and SHANGHAI.	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
YOKOHAMA, KOBE and SHANGHAI.	SHINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 P.M.
YOKOHAMA, KOBE and SHANGHAI.	YAWATA MARU, Capt. T. Sakine.	5,000	FRIDAY, 6th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
YOKOHAMA, KOBE and SHANGHAI.	NIKKO MARU, Capt. M. Yagi.	6,000	WEDNESDAY, 4th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI.	HITACHI MARU, Capt. M. Wada.	7,000	FRIDAY, 6th Aug., at 5 P.M.
YOKOHAMA, KOBE and SHANGHAI.	TOTOMI MARU, Capt. R. Smith.	4,500	MONDAY, 9th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI.	YEBOSHI MARU, Capt. B. Kon.	4,500	FRIDAY, 13th Aug., at Noon.
YOKOHAMA, KOBE and SHANGHAI.	MIYASAKI MARU, Capt. T. Mura.	9,000	FRIDAY, 27th Aug., at 5 P.M.

Fitted with New System of Wireless Telegraphy.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Moers) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. W. Bainbridge) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Corp) - On Wed. 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO, MANAGER.

Hongkong, 8th June, 1909.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VETUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY



THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMUOI VIA SWATOW, ANPING VIA SWATOW, & AMOY	"DAIGI MARU" Capt. H. MURAYAMA "SOSHU MARU" Capt. K. Suot	SUNDAY, 1st Aug., at 10 A.M. WEDNESDAY, 4th July, at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6,000 tons gross ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6,000 " ... Oct. 26th, at Noon.

S.S. MANSU MARU ... 500 " ... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

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MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAKAZUTA, GAYO, SHINNEW and KAMAYAMADA.

Collaborators.

SOLE AGENTS FOR

KISHIDAKE, MIYAO and KIGYO

KOMATSU Coal.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"

Codes, "AI, ABC 5th Ed., Western Union

AGENCIES: YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong

Hongkong, 9th January, 1909.

1665

SAVARESSE'S SANDAL CAPSULES

These capsules are made of pure sandalwood and are the most effective remedy for all diseases of the skin.

They are sold in packets of 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 120, 150, 200, 250, 300, 400, 500, 600, 700, 800, 900, 1000.

They are sold in packets of 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 120, 150, 200, 250, 300, 400, 500, 600, 700, 800, 900, 1000.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN MAIL TO EUROPE.

On Monday, the 2nd day, being a Public Holiday, the Post Office will be open for one hour only, i.e. from 8 to 9 a.m. There will be one delivery and a collection of letters on Sunday. The Money Order Office will be entirely closed. In the event of the arrival of the French Mail from Europe, the Post Office will be open one hour for the delivery thereof.

Approximate times of closing mails at Shanghai via De'lay and Siberia.
5th August ... at 11.30 a.m.

The London, with the French Mail of the 2nd July, left Saigon on Friday, the 30th inst., at 10 a.m., and may be expected here on or about Monday, the 2nd August, at daylight. This packet brings replies to letters despatched from Hongkong on the 29th May.

FOR	PRE	DATE
Quang Chow Wan, Hoihow, Pakhoi and Haiphong	Hanoi	Saturday, 31st, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Kobe	Saturday, 31st, 10.00 A.M.
Singapore, Penang and Calcutta	Penang	Saturday, 31st, 0.00 A.M.
Manila	Manila	Saturday, 31st, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Manchuria	Saturday, 31st, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
SIBERIAN MAIL TO EUROPE		

Swatow, Singapore and Bangkok	Loosch	Saturday, 31st, 1.00 P.M.
Swatow, Amoy and Tamsui	Unverricht	Saturday, 31st, 1.15 P.M.
Manila	Zaito	Saturday, 31st, 5.00 P.M.
Swatow, Amoy and Tamsui	Manila	Saturday, 31st, 5.00 P.M.

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Swatow, Amoy and Tamsui	Manila	Saturday, 31st, 5.00 P.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

July 30th.

ON LONDON—

Telegraphic Transfer 1/8 1/2

Bank Bills, on demand 1/8 1/2

Bank Bills, at 3 months sight 1/8 1/2

Bank Bills, at 4 months sight 1/8 1/2

Credit, at 4 months sight 1/8 1/2

Domestic Bills 4 months sight 1/8 1/2

ON PARIS—

Bank Bills, on demand 219

Credit, at 4 months sight 222

ON GERMANY—

Bank Bills, on demand 178

ON NEW YORK—

Bank Bills, on demand 42 1/2

Credit, at 60 days sight 43 1/2

ON BOMBAY—

Telegraphic Transfer 130 1/2

Bank, on demand 131

ON CALCUTTA—

Telegraphic Transfer 130 1/2

Bank, on demand 131

ON SHANGHAI—

Bank, at sight 74 1/2

Private, 30 days sight 75 1/2

ON YOKOHAMA—

Bank, on demand 74 1/2

ON MANILA—

Bank, on demand 104 1/2

ON HATYAI—

Bank, on demand 9 1/2

ON SINGAPORE—

Bank, on demand 8 1/2

ON BANGKOK—

Bank, on demand 8 1/2

ON SOERABAYA—

Bank, on demand 8 1/2

ON SEMERANG—

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ON SURABAYA—

Bank, on demand 8 1/2

SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 30TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1.01 1/2
National Bank of China, Limited	99,925	27	26	\$57, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$134, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$6.70, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.60, sales
CORRIG MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 154 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8, sal. & sel.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 76	Tls. 75	Tls. 92
Luen-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 113
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 407
DAIRY FARM COMPANY, LIMITED.	40,000	\$7 1/2	\$6	\$164, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$62, sellers
New Amoy Dock Co., Limited	10,000	\$63	Tls. 100	Tls. 80
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 148
Shanghai and Hongkong Wharf Co., Ltd.	36,800	\$25	\$25	\$11, sellers
FEARICK & CO., LIMITED.	400,000	\$10	\$10	\$6.80, sellers
Green Island Cement Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$204
Hongkong Hotel Company, Limited	12,000	\$50	all	\$43, buyers
Hongkong Ice Company, Limited	8,000	\$25	all	\$195, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sal. & sel.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$88, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$245, sales
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 120, sal. & buy.
Union Insurance Society, Limited	12,400	\$250	\$100	\$830, sal. & buy.
Yonghe Insurance Association, Limited	12,000	\$100	\$60	\$223
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$107, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$30, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	Tls. 50	Tls. 118
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$465, sellers
West Point Building Co., Limited	12,500	\$50	all	\$625, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	18/10	\$8, sellers
Reub. Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$144
Peak Tramways Co., Limited	50,000	\$10	\$10	\$18, buyers
Philippine Co., Limited	75,000	\$10	all	\$141 1/2, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$18, sal. & sel.
London Sugar Refining Co., Limited	7,000	\$100	\$50	\$50, sellers
Robinson Piano Co., Limited	4,000	\$50	all	\$36
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$32, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$42, sel.
Hongkong, Canton & Marseilles S.S. Co., Ltd.	80,000	\$15	all	\$2, buyers
Iodo-China Steam Navigation Co., Ltd.	60,000	\$5	\$5	\$26
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$155
Star Ferry Company, Limited	10,000	\$10	\$5	\$54, buyers
South China Morning Post, Limited	6,000	\$25	\$5	\$54, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$12
SHOPS AND DISPENSARIES.—				
Wm. Powell & Co., Limited	13,000	\$10	\$10	\$5, buyers
Wm. Powell & Co., Limited	10,000	\$10	\$10	\$8.40, sellers
Wm. Powell & Co., Limited	90,000	\$10	\$10	\$150, buyers
A. S. Watson & Co., Limited	175	\$100	\$100	\$13
Weismann, Limited	9,900	\$10	\$10	\$500
United Asbestos Oriental Agency, Limited	100	\$10	\$10	\$11, sales
Union Waterworks Co., Limited	50,000	\$10	all	\$10

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. F. B. Adams

Mrs. C. M. Anderson

Mrs. P. K. Armit

Mr. E. W. Banckham

Dr. Black

Mr. F. K. Brownrigg

Mr. H. Bulmer

Mrs. Butler

Mr. J. D. Butcher

Colonel Genl. D. C. C. C. C.

Capt. C. H. D. St. Clair

A. S. O.

Dr. & Mrs. F. Clark

Miss Helen Clark

Mr. C. G. S. S. S.

Mr. P. G. S. S. S.

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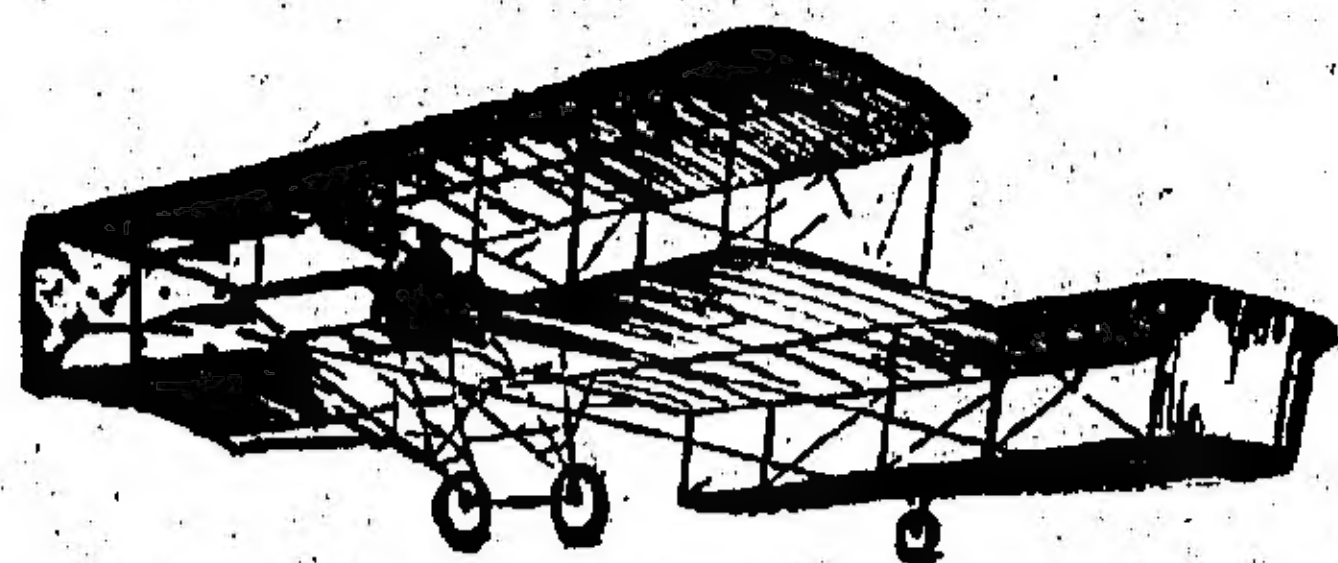
Mr. P. G. S. S. S.

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Mr. P. G. S. S. S.

Mr. P

The Flying Man



Mr. Farman achieved the record flight of 17 miles from Chalon to Etampes without a stop on October 30, 1908.

Nerve Strain and Exhaustion—

Mr. Henry Farman's marvellous conquest of the air is another of those brilliant triumphs of nerve force and endurance which are made possible by the vitalising potency of Phosferine.

The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine; but the very importance and difficulty of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the permanent staying power and resistance which Phosferine imparted to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

Mr. Farman puts it on record that the very superabundance of energy imparted by Phosferine makes for exceptional mental and physical alertness, and in his own case, prevents the ill health and effects of exposure, which would so greatly increase the risks of his experiments.

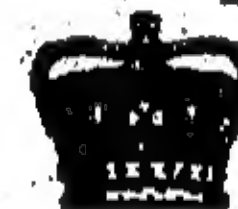
Stopped and entirely prevented.

Mr. Henry Farman, the marvellous "Flying Man," 22, Rue Avenue de la Grande Armée, Paris, writes:—"I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aviator my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine."—February 17, 1909.

PHOSFERINE
The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility, Indigestion, Sleeplessness, Neuritis, Maternity Weakness, Premature Decay, Mental Exhaustion, Lassitude, Neuritis, Headache, Brain-Fag, Backache, Rheumatism, Headache, Hysteria, and all disorders consequent upon a reduced state of the nervous system.



The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, and the Imperial Family of the United Kingdom, and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles, 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size.

By Appointment to H.M. the King.

BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-85, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its reputation as the best and only safe reliable Phosphoric Cure for Brain Weakness, Paralysis, Sleeplessness, Dizziness, Nerve, Kidney and Liver Complaints, Hysteria, Dreams, Premature Decay of Vital Power, General Debility, all blood Disorders, and all Functional and circulatory Conditions of the System, caused by the deficiency of the Vital Force.

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Mischief Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above Cases with each Bottle.



Its energising effects are shown from the first day of its administration by a remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile Imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne," London, England, engraved thereon, by order of Her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

HEALTH, STRENGTH & ENERGY

Sold in Bottles at 4s. 6s. and 11s. each, by all Chemists throughout the World. MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE, ENGLAND. Agents in HONG KONG: A. S. Watson & Co., Ltd.

FASHIONS AND FANCIES,

SILK HATS AND POKE BONNETS.

The Opera season has opened with a perfect blaze of brilliance, the audiences being quite spectacular in their interest. For several years have not been so many radiantly pretty women gathered together and made some to draw to Covent Garden. They all wear their loveliest frocks and most beautiful jewels, till the house fairly scintillates with rays of light trembling in the semi-gloom. Bacon, in his "Advancement of Learning," says:—"Is not the delight of the quivering upon a stop in music the same with the playing of light upon the water?" If this be so, perhaps there is some real affinity behind the fashion which ordains that jewels shall be worn at the Opera, for every jewel is a drop of water struck by the sun.

HAIRDRESSING AND ORNAMENTS.

It seems that we must really prepare to see the chignon again, barbarously combined with a semi-classical coiffure. The hair is parted in the middle, waved Clys-like down the temples, and bound with a fillet; then it is gathered into a knot like a bird's nest hastily smoothed. The more hair there is, the larger the bird's nest, but it does not show the hair to advantage, and in profile the outline of the head is more astonishing than beautiful. A perfectly flat hair-dressing is worn by a few very pretty women, who can afford to play tricks with themselves. The effect is as of Venus rising from the sea, but one must remember that artists and sculptors alike shrink from representing the goddess with wet hair. She is always rising from the sea with her curls in perfect order. She was much too wise to present herself otherwise. Let the prettiest woman look in the glass when washing her hair, and judge if Venus is likely to have appeared in that guise. Little curls and rolls are still in fashion, but they are worn much lower on the head than before, and the idea with all kinds of hair-dressing seems to be to keep the tresses low in front, not very wide at the sides, and then individual fancy disposes of the bulk of it somewhere at the back of the head.

COMMONPLACE ORNAMENTS.

We are becoming fastidious in these days, and it is not enough to wear a collection of handsome diamonds put together in an inoffensive form; they must have some lightness or beauty of design. There are some very lovely hair-ornaments this season; and they put to scorn the solid and delicate ostriches and coronets and combs of past years. In a word, diamonds as money's worth have had to be "the thing." They remain so in many minds, but the fact is hidden beneath a veneer of art. All the prettiest jewels for the hair at the Opera are very light, usually rather low, but raised on a wire frame above the hair. One of the most charming types, direct from Paris, consists of two lines of twisted gold and platinum, held apart in the centre of the front by a long blister pearl, and thence gradually narrowing together in the curve of a classical crown. This airy arrangement is worn about an inch above the head, so that the hair mixes with it lightly, like spray, not having the depressing onus of supporting it.

THE BARRETTE AND FOREHEAD BAND.

The masses of rolls, curls, or twists at the back of the head, being poised in an overhanging position, rather like Shakespeare's "Cliff of Dover," and equally in danger of land-slides, need some support, and consequently the jewelled barrette is very much in favour. A floral design in tinted horn, diamond flowers, or jet, which slips in under the curls and catches the outline of the head beneath them. Sometimes the classic band starts from the barrette, and is made in one with it. Some very up-to-date American women are wearing tiny short, straight fringes, cut straight across the forehead, and not thick enough to hide the skin. A line of jewels holding a large solitaire in the centre is worn across this fringe, quite low on the forehead. The fashion is becoming, but somewhat self-conscious, so that a woman admits that she thinks herself pretty when she adopts it. All very well for the very pretty woman, but fatal to the "nice-looking girl."

SUNSHADES DE LUXE.

The smartest sunshades have very long Directorate handles, and open almost flat. The latter peculiarity is accounted for by the size and height of the hats they have to shade. The long handles hinge in the middle, and can be doubled back on themselves, the joint, when the shade is at full length, being hidden by a bunch of flowers and a knot of ribbon. The handles very often represent strange birds. Some of them are beautiful in colouring, but they often have an expression of such malevolence that it would give one quite a shock to catch sight of their wicked eye gazing up from the hand. But most people seem insensible to these details. A girl in half-mourning was seen the other day with an enormous and very leggy black spider crawling up the front of her white blouse. It was her idea of a pretty hood. Others are "goats." To return to parasols: these wicked-looking birds are carved in wood or semi-precious stones, in the former case tinted with very bright colours. They are also carried out in enamel. Sometimes they are entirely carried out in precious stones, the breasts of rubies and the wings of white and yellow diamonds. Flowers made of jewels are also dainty in colouring for this purpose.

QUARTZ AND JEWELS.

Last summer the Queen carried very often a sunshade with a pink quartz handle studded with rubies. This fashion has now "caught on," and pink and yellow quartz are being freely used. One person has a kind of nest of yellow quartz, sheltering two black diamonds, each wearing a ruby collar. Another shows a bulldog in pink quartz with a gold and diamond collar. A pretty kitten is made of opal matrix with emerald eyes. The long handles contain various useful articles. A spring is touched, and the receptacle lies open and delivers up a fan, a watch, mirror, scent bottle, powder puff, or miniature. These articles are of course seen in their most useless form, their chief beauty consisting of their very great costliness and very small size.

PERSIAN SILKS.

Plain silk sunshades are very much in favour, or those with an almost severe border. But those with the printed borders of confused colourings are the favorites, the design usually being some variant of the Persian pique—some turned with flowers and strange birds. This printed silk is also being used for hats, the brims being tightly stretched, and lined with plain silk in a tone exactly repeating the hue of some part of the pattern. Sometimes the lining is of straw. The crown and brim are not infrequently large and full, like a Reynolds' mob. The poke bonnet is also to be worn this year, and the old-fashioned gipsy hat.—"X and Y," in the Globe.

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THE SHIP-VISITORS.

BY "BARTHELEUS."

"There's the boat!" said the younger girl excitedly. Her sister nodded with dancing eyes, and half turned to squeeze her mother's arm. A mile away a picket-boat detached itself from one of the anchored battleships and came speeding across the harbour. Fearless, they watched it approach, saw bow and stern sheet-men stoop for their posthooks, heard the warning clang of the engineers' bell, and the next moment the Midshipman in charge swung her delft alongside the landing-stage with a smother of foam under the stern. A figure in uniform frock-coat jumped out:—

"Hullo, mother! Sorry I'm late; have you been waiting long? . . . Mind the step!"

The descent into a picket-boat's stern-sheets, especially if you are encumbered by a skirt, is no easy matter. Perhaps the Midshipman of the boat realised it too, for he abandoned the wheel, and assisted in the embarkation with the ready hand and discreetly averted eye that told of no small experience in such matters.

Then they heard a clear-cut order, the bell rang again, and the return journey commenced; but they did not hear the husky whisper conveyed down the voice pipe to the leading stoker to "Whack her up!" And so they failed to realise that they were throbbing through the water at a speed which, though causing the midshipmen of passing boats to gnash their teeth with envy, was exceedingly bad for the engines, and wholly illegal. Be it understood, however, one does not bring a messmate's sisters off to the ship every day of the week!

Presently the bell rang again, and a grey steel wall, dotted with sentries and surrounded by a rail and several pairs of interested eyes, towered above them. The boat stopped, palpitating, beside a snowy white ladder that reached to the water's edge. The occupant of the stoke-hold threw up the hatch of his miniature Inferno and thrust a perspiring head into view; but it is to be feared no one noticed him, although he had contributed in no small degree to the passengers' entertainment. The mother looked at the mahogany-railed ladder and sighed thankfully. "I always thought you climbed up by rope ladders, dear," she whispered.

The ascent accomplished, followed introduction to smiling, clean-shaven youths who relieved the visitors of parasols and handbags, and led the way down to a deck below, where racks of rifles were ranged along white-enamelled bulkheads, and a marine sentry

clicked to attention as they passed. Down a narrow passage, lit by electric lights, past a casquette gallery and rows of blue-topped chests, and, as the guide passed before a crumpled door, a glimpse forward of crowded mess-decks.

Then, a little bewildered, they found themselves in a narrow apartment, lit by four brass-bound sentries. A long table ran the length of the room with tea-things laid at one end; overhead were racks of golf-clubs and hockey-sticks, cricket-bats and racquets. A row of desks hung above the tiled stove, and a baize-covered notice-board, letter racks, and a miscellaneous collection of pictures adorned the rivet-studded walls. A somewhat battered piano, topped by a dejected cat, occupied one end of the mess, and beneath the sideboard a strip of baize made an ineffectual attempt to cover the end of a beer-barrel.

"This," said the host, with a tinge of pride in his voice, "is the gunroom—where we live," he added.

"It's very nice," murmured the visitors. "It's not a bad one, as gunrooms go," admitted another of the escort. He did not add that under his personal supervision a harassed teenage of "junior" snobs had spent a lurid half-hour "squaring off" before their arrival. Then followed tea, dispensed in a service borrowed for the occasion from the captain's steward. The hosts vied with one another in setting at their ease the fair strangers within their gates: they laughed, ate and chattered all in one breath; addressed each other by unpronounceable nicknames, and handed sandwiches and cake and cups of tea till the girls declared they could not eat another mouthful. Whichever they were piled with chocolate with the courteous insistence these cheery youths would have observed, had their guests been of the opposite sex, in the matter of liquid refreshment—accounting it, moreover, unto themselves for righteousness.

Then came a tour of the ship, and to those who inspect one for the first time the interior of a man-of-war is not without interest. They emerged from a hatchway on to the quarter-deck, beneath the wicked muzzles of the after 12-4 guns; they crossed the immaculate planing and looked down to the level waters of the harbour, thirty feet below. They admired the neatly-coiled boat's falls, the trim and slightly self-conscious figure of the officer of the watch, and as they turned to mount the ladder that led over the turret a signaller came on the quarter-deck, raising his hand to the salute as he passed through the screen door.

"Who did that sailor salute?" inquired the Mother.

"Oh," replied her escort, "only salute the quarter-deck." He himself had unconsciously saluted it scores of times a day for the past five or six years. "We all do, you know," he added vaguely.

Then they were taken forward, past the orderly confusion of the "booms," to a round pillbox, described as the conning-tower, with twelve-inch walls of Krupp steel, and introduced to an assortment of levers and voice-pipes, mysterious dials, and a brass-studded wheel. Then up a ladder (before the critical and interested gaze of a hundred or so pairs of very masculine eyes) to the signal rigging, where half-dozen men, with sky-pointed beards and telescopes under their arms, swung ceaselessly to and fro. They examined the flag-loggers—each flag rolled neat in a bundle and stowed in a docketed compartment—the black-and-white semaphore, and the key of the masthead flashing lamp that at night winked messages across five miles of darkness.

Space does not permit me to tell you all the incidents of that bewilderingly delightful afternoon. How they looked down on the swarming fore-castle and battery, and saw the sailor-man emptying his leisure. Of the 6-in. breech-block that opened with a clang to show the spiral grooved bore—erected to prevent the projectile turning somersaults. How the younger or girl wiped a foot of wet paint off the coming of a hatch with the skirt of a new frock, and said sweetly it didn't matter in the least. How they invaded the sanctity of the wireless room, with its crackling spark and network of wires, and listened to the petty officer in charge, as, delighted with an audience, he plunged into a whirl of technical and incomprehensible explanations. And, lastly, how the mother was handed the receivers and heard a faint intermittent buzzing that was a ship calling querulously three hundred miles away.

After that they descended to electric-light depths, out of which photo-decked cabins opened invitingly; they even explored the "submerged flat," where the air was damp and cool, and the shining torpedoes were ranged along the sides—each one capable of sending a million-pound shellship and 800 of a nation's picked men to the bottom. Then a visit to the "slop-room" (impossible name), where they fingered serge and duck with feminine appreciation and looted cap-rifles and scissors and badges, with a

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thoroughness that their host remembered when

he got his quarter's pay.

They were shown the nettings where the canvas hammocks were stowed—"but you don't mean to say you sleep in those things?"—the tiled bath-room, the enamelled chests that contain a midshipman's (and not infrequently a good deal of his messmates') worldly possessions, a picket boat at the bottom of the ladder.

"Hasn't it been lovely?" gasped the elder girl, as they walked back to their hotel.

"Scramptions!" assented her sister. "Did you notice the boy who steered the fast boat that brought us back?—he had a face like a cherub looked at through a magnifying-glass!"

Meanwhile, he of the magnified cherubic countenance was rattling dice with a friend, preparatory to indulging in a well-earned glass of Marsala. Outside the gunroom panty in the picket-boat's stokehold sought recognition of his services in an upturned quart jug.

Which is also manifestly illegal, and contrary to the King's regulations and Admiralty instructions.—*Full Mail Gazette.*

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